

**Air Quality Conformity Task Force
Summary Meeting Notes
February 27, 2013**

Participants:

Mike Brady – Caltrans
Marilee Mortenson – Caltrans
Stew Sonnenberg – FHWA
Andrea Gordon – BAAQMD
Amir Fanai – BAAQMD
Ginger Vagenas – EPA
Ray Kuzbari – City of Concord

Cari Anderson – CARB
Ted Mately – FTA
Rodney Tavitas – Caltrans
Carolyn Clevenger – MTC
Harold Brazil – MTC
Adam Crenshaw – MTC
Sri Srinivasan – MTC

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:33 am.

2. PM_{2.5} Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. Last-Mile Bike and Pedestrian Access to BART

Ray Kuzbari (City of Concord) described the Last-Mile Bike and Pedestrian Access to BART project is intended to create bike lanes and enhance pedestrian facilities for access to BART as part of the City of Concord's complete streets policy. The project will install Class 2 bicycle lanes, Class 3 bicycle routes, sidewalk/ADA improvements (as needed), and minor traffic signal modifications at four signalized intersections.

Mr. Kuzbari stated that the project proposes corridor enhancements along five roadways in Downtown Concord to provide last mile bicycle and pedestrian connections to Concord BART from the west, east, and south. Along Concord Boulevard and Clayton Road between Sutter Street and Grant Street, the project will install buffered bike lanes to provide new east-west connections through Downtown and to Concord BART. The project will convert one of the travel lanes on each road into a buffered bike lane. Mr. Kuzbari went on to point out that no bus stops will be relocated or added and that the project should not create any additional trips by diesel-powered vehicles.

The existing signal at Grant Street/Clayton Road will be modified to include protected southbound left-turn phasing. East of the BART station, Oakland Avenue will be reconfigured from four-lanes to three between Mount Diablo Street and Clayton Road with Class II bike lanes in both directions. The existing high-visibility crosswalks at Oakland Avenue/Prospect Street and Oakland Avenue/Atlantic Street will be enhanced with pedestrian crossing warning system (e.g. RRFB or LED blinker signs). Mt. Diablo Street from Oakland Avenue to the BART Bus Access Roadway will be a Class III route with sharrows to direct bicyclists from the Class I path paralleling Mesa Street to the bike path parallel to the BART Bus Access road, connecting to the BART bike parking area.

Amir Fanai (BAAQMD) asked for clarification on the project horizon year LOS service values included in the project's assessment form and Mr. Kuzbari indicated that the horizon year in the project assessment form coincided with MTC's regional transportation plan horizon year and the horizon year in Contra Costa Transportation Authority's travel demand model.

Final Determination: With input from FHWA, FTA, EPA and Caltrans, the Task Force concluded that the Last-Mile Bike and Pedestrian Access to BART project was not of air quality concern.

ii. Actuated Pedestrian/Bicycle Traffic Signal on Oak Grove Road at Sierra Road

Ray Kuzbari (City of Concord) gave an overview of the Actuated Pedestrian/Bicycle Traffic Signal on Oak Grove Road at Sierra Road project by indicated that the project will install a traffic signal on Oak Grove Road at Sierra Road for safe school children crossing on foot or on bicycle. Mr. Kuzbari went on to say that no change to the number of vehicle lanes on Oak Grove Road (i.e., no additional vehicle capacity will be added to the roadway) and the project will improve safety conditions for multi-modal transportation within the Monument Corridor in the City of Concord by improving pedestrian and bicycle safety when crossing Oak Grove Road at Sierra Road.

Mr. Kuzbari indicated that currently, the intersection of Oak Grove Road/Sierra Road operates at LOS F in the AM peak hour and LOS D in the PM peak hour for the stop-sign controlled Sierra Road approach. Mr. Kuzbari also said that the intersection will improve to LOS A both in the AM and PM peak hours with the implementation of the proposed traffic signal project. The project does not change land use and will not lead to an increase in traffic volumes or an increase in diesel vehicle number or percentage of daily traffic volumes on Oak Grove Road and there will be no bus stops will be relocated or added and that the project should not create any additional trips by diesel-powered vehicles.

Final Determination: With input from FHWA, FTA, EPA and Caltrans, the Task Force concluded that the Actuated Pedestrian/Bicycle Traffic Signal on Oak Grove Road at Sierra Road project was not of air quality concern.

b. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 21114.pdf)

FHWA, FTA, Caltrans, and MTC agreed that the five projects listed in the exempt list were exempt from PM_{2.5} conformity and were categorized correctly. At the time of the meeting, Ginger Vagenas (EPA) did not have access to the exempt list of projects. Ms. Vagenas was able to review the exempt list of projects after the meeting.

Final Determination: With input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list are exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

Adam Crenshaw discussed the background on the purpose of his memo and agenda item was to seek the Air Quality Conformity Task Force's concurrence that certain changes staff

proposes to make to the 2013 TIP in March as part of TIP Amendment 2013-14 will not significantly impact regional transportation air quality and that these changes will not trigger a revision to the Transportation Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP.

Mr. Crenshaw indicated that MTC requests the Task Force's concurrence that two of the projects be deemed Non-Exempt, Not Regionally Significant for regional transportation air quality conformity purposes as these project would not affect the regional transportation model used in analyzing regional air quality conformity. Mr. Crenshaw also requested the Task Force's concurrence that the addition of one project and the revision to one other project will not require an update to the Transportation Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP as the proposed addition and revision are consistent with the current analysis.

Ginger Vagenas asked for clarification on how the BART Metro Priority Track Elements project is included in the Conformity Analysis for Plan Bay Area and the 2013 TIP and Mr. Crenshaw stated that the project is accounted for in the combined analysis of the Plan and the TIP.

Ms. Vagenas and Mike Brady (Caltrans) asked how the Eucalyptus Drive Realignment and Complete Streets project was represented in the travel demand model's highway network. Harold Brazil (MTC) stated that he and Mr. Crenshaw would follow up with the Task Force as to how the Eucalyptus Drive Realignment project is coded in the travel model.

After the Task Force meeting and after further examination of the travel demand model highway networks used for the regional conformity analysis for Plan Bay Area and the 2013 TIP and MTC staff confirmed that Eucalyptus Drive on both the east and west sides of SR 29 is not included in the highway network. Eucalyptus Drive and many of the surrounding local roads are accounted for in the travel model as an aggregation of local road VMT. Therefore, the road segments that comprise the extension of Eucalyptus Drive and the reconfiguration of the Eucalyptus Drive/SR29 intersection are not included in our highway modeling network and because of this, MTC staff believes that the alteration to the scope of the Eucalyptus Drive Realignment and Complete Streets project [NAP110029] proposed in TIP Amendment 2013-14 will not require an update to the Regional Transportation Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP.

Final Determination: With input from FHWA, FTA, EPA, Caltrans and MTC and after follow up review on the Eucalyptus Drive Realignment and Complete Streets project (via email), the Task Force considered that the projects identified in the memo above will be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as these projects will not affect the regional transportation model used in analyzing regional air quality conformity.

4. Consent Calendar

5a. January 23, 2014 Air Quality Conformity Task Force Meeting Summary

Final Determination: With input from all members, the Task Force concluded that the consent calendar was approved.

4. Other Items

The Task Force acknowledged the outstanding contribution Mike Brady made to the group over the years. Mike retired at the end of the month February 2014 and he will be sorely missed. The Task Force said a fond good bye to Mike and gave him their best wishes in his retirement.